

7. Reconnect all ignition coil wires to the ignition coil.

IGNITION PULSE GENERATOR

Inspection

NOTE

In order to get accurate resistance measurements, the unit must be at approximately 20° C (68° F).

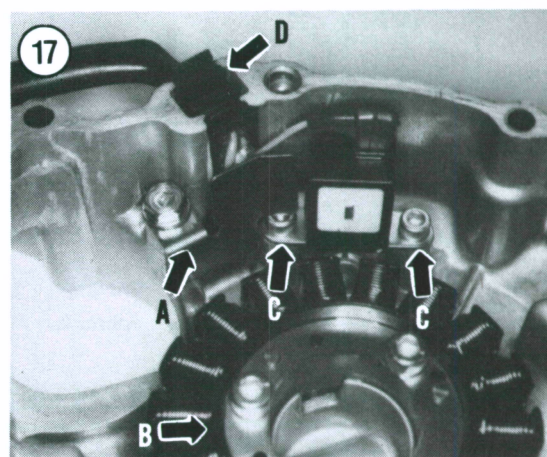
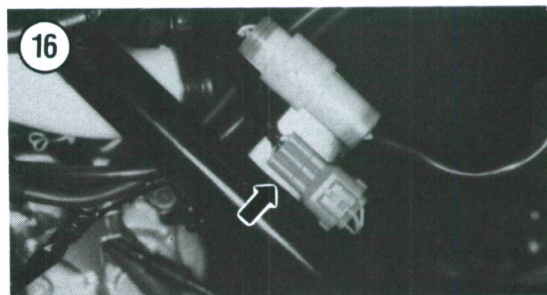
1. Place the vehicle on level ground and set the parking brake.
2. Remove the rear fender as described in Chapter Thirteen.
3. Disconnect the electrical connector (containing 3 wires—one blue/yellow, one light green and one blue) from the ignition pulse generator (**Figure 16**).
4. Use an ohmmeter set at $R \times 100$ and measure the resistance between the blue/yellow and ground. The specified resistance is 290-360 ohms.
5. If the resistance reading is far beyond specifications, perform the following:
 - a. Remove the left-hand crankcase cover as described under *Left-hand Crankcase Cover Removal/Installation* in Chapter Four.
 - b. Disconnect the electrical connector from the pulse generator terminal (**Figure 16**).
 - c. Use an ohmmeter set at $R \times 100$ and measure the resistance between the pulse generator terminal and ground. The specified resistance is 290-360 ohms.
 - d. If the resistance is within specifications, inspect the wiring harness from the left-hand crankcase cover and the electrical connector tested in Step 3. Install the left-hand crankcase cover.
6. If the coil resistance does not meet the specification in Step 4 or Step 5, or there is no continuity (infinite resistance) the unit is bad and must be replaced as described in this section.
7. Apply Dielectric Compound (available from a Honda dealer) to the electrical connector prior to reconnecting it. This will help seal out moisture.

8. Make sure the electrical connector is free of corrosion and is completely coupled.

9. Install the rear fender.

Replacement

1. Remove the left-hand crankcase cover as described under *Left-hand Crankcase Cover Removal/Installation* in Chapter Four.
2. Remove the bolt securing the wire clamp (A, **Figure 17**) and remove the clamp.
3. Remove the bolts securing the alternator stator (B, **Figure 17**) to the crankcase cover.
4. Remove the bolts (C, **Figure 17**) securing the pulse generator to the crankcase cover.
5. Carefully pull the wiring harness and rubber grommet (D, **Figure 17**) out of the crankcase cover and remove the stator assembly.
6. Release the pulse generator wire (A, **Figure 18**) from the clamp on the pulse generator (B, **Figure 18**).



CAUTION

Do not pull on the wire in Step 7, pull on the connector.

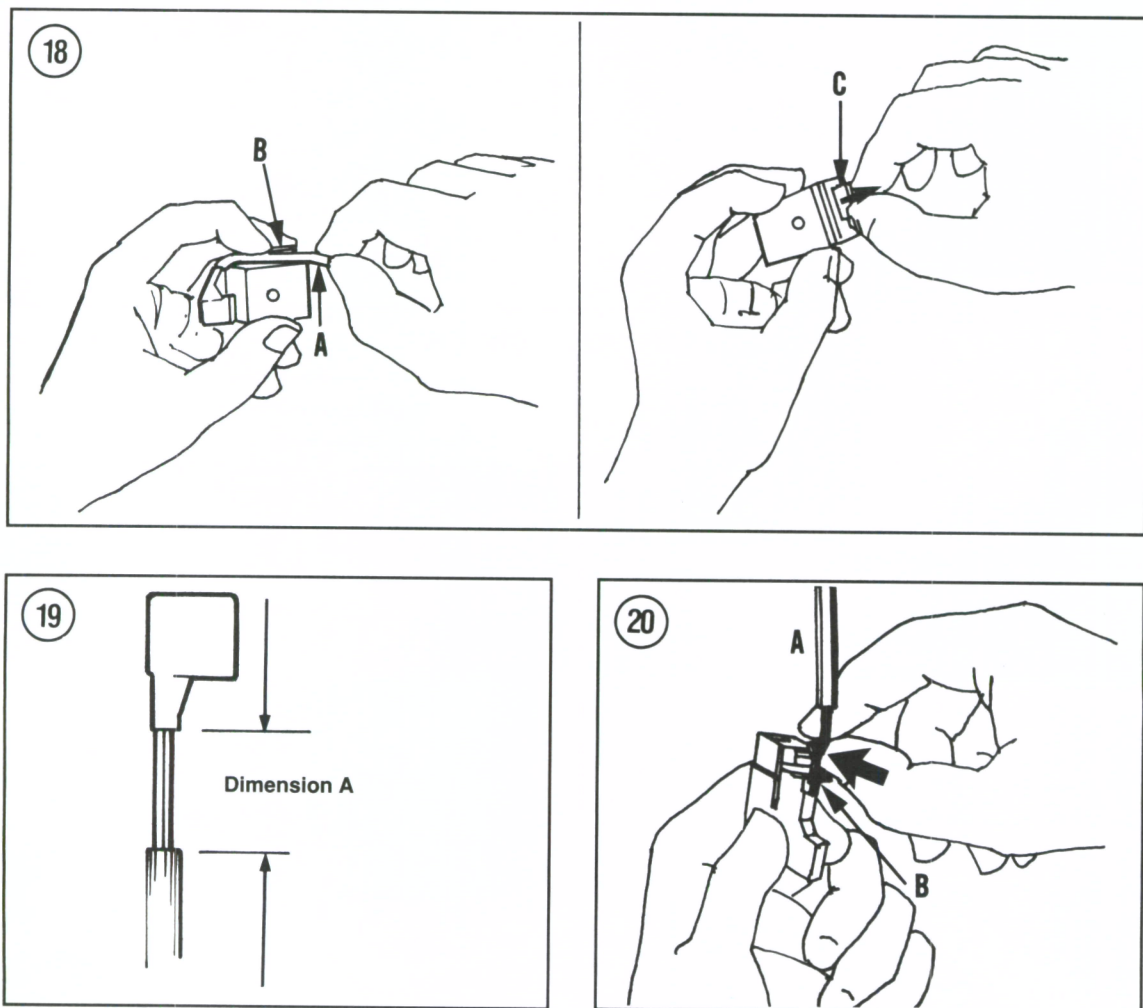
7. Disconnect the pulse generator wire connector (C, **Figure 18**) from the pulse generator.
8. Slide the wire tube back on the wire about 40 mm (1.6 in.), dimension "A" as shown in **Figure 19**.
9. Push the pulse generator wire (A, **Figure 20**) onto the new pulse generator clamp (B, **Figure 20**).
10. Push the wire tube into the pulse generator clamp (**Figure 21**).
11. Connect the pulse generator wire connector onto the pulse generator terminal (**Figure 22**).
12. Apply a light coat of sealant to the rubber grommet.
13. Install the stator assembly into the crankcase cover and carefully push the wiring harness and

rubber grommet (D, **Figure 17**) into the receptacle in the crankcase cover. Push it in until it seats completely.

CAUTION

Apply blue Loctite (No. 242) to all the mounting bolt threads in Steps 14-16.

14. Install the bolts (C, **Figure 17**) securing the pulse generator to the crankcase cover and tighten securely.
15. Install the bolts (B, **Figure 17**) securing the alternator stator to the crankcase cover and tighten securely.
16. Install the wire clamp and bolt (A, **Figure 17**) and tighten securely.
17. Install the left-hand crankcase cover as described in Chapter Four.



ALTERNATOR AC SENSOR LINE

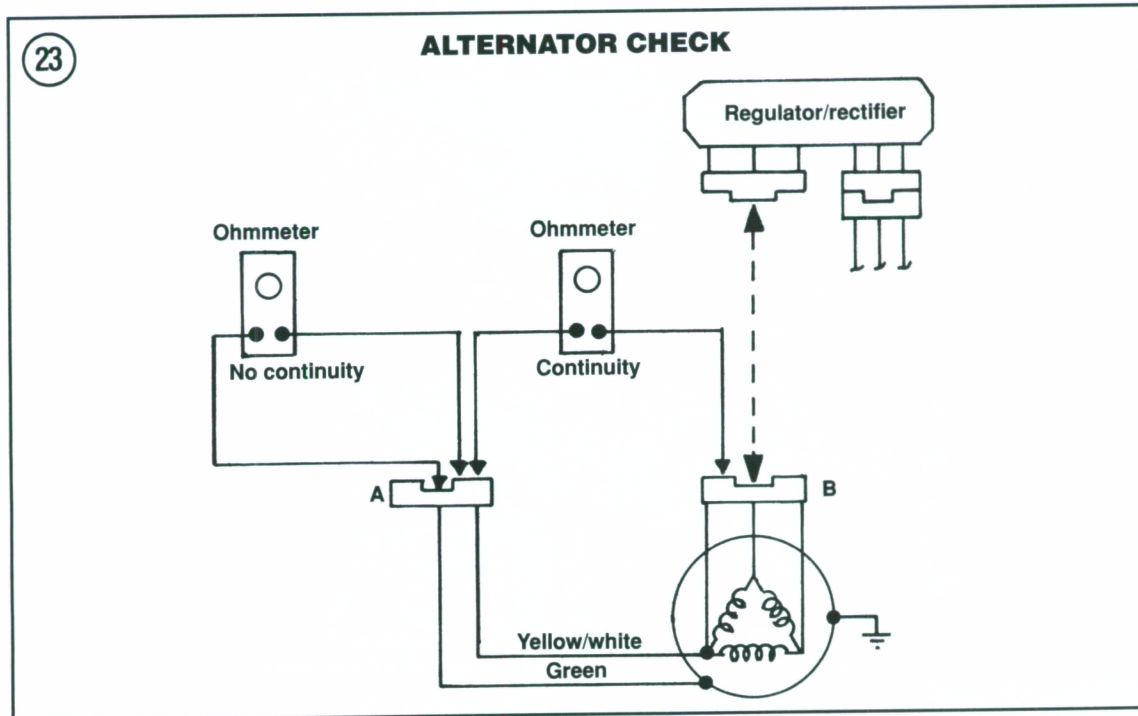
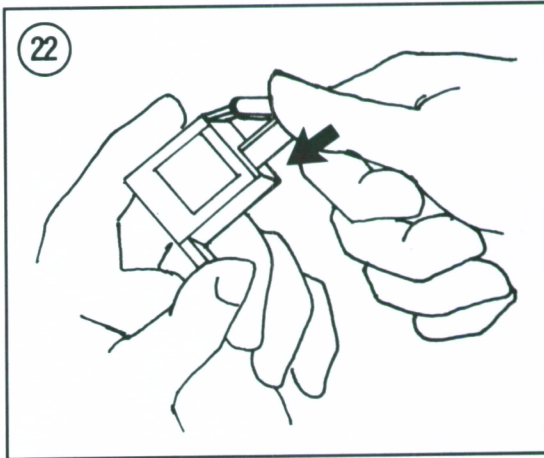
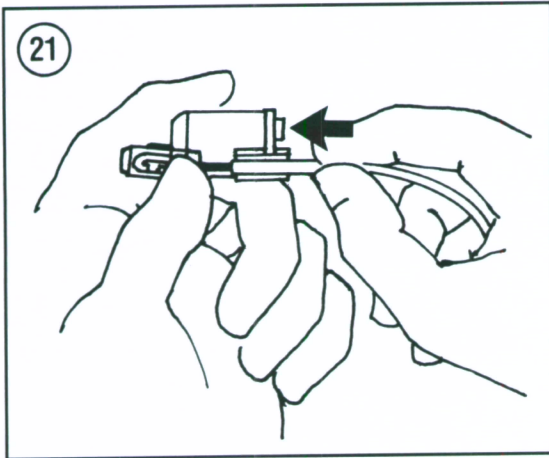
It is not necessary to remove the alternator to perform this test.

1. Place the vehicle on level ground and set the parking brake.
2. Disconnect the black 3-pin electrical connector (containing 3 wires—one blue/yellow, one light green and one blue) from the ignition pulse generator (Figure 16).

3. Disconnect the voltage regulator/rectifier white 3-pin electrical connector (Figure 7) containing 3 yellow wires.

4. Use an ohmmeter set at $R \times 1$ and check for continuity between yellow/white terminal in the AC sensor connector (A, Figure 23) and the yellow terminal in the alternator connector (B, Figure 23). There should be continuity (low resistance).

5. Use an ohmmeter set at $R \times 1$ and check for continuity between yellow/white terminal in the AC sensor connector (A, Figure 23) and the green ter-



Copyright of Honda TRX300/FOURTRAX 300 & TRX300FW/FOURTRAX 300 4x4, 1988-2000 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.